

By Mr. CRANSTON, from the Committee on Veterans Affairs, with an amendment in the nature of a substitute and an amendment to the title:

S. 2973. A bill to amend title 38, United States Code, to improve the care and services furnished to women veterans who have experienced sexual trauma, to study the needs of such veterans, to expand and improve other Department of Veterans Affairs programs that provide such care and services, and for other purposes (Rept. No. 102-409).

By Mr. BIDEN, from the Committee on the Judiciary, without amendment:

H.R. 238. A bill for the relief of Craig A. Klein.

H.R. 712. A bill for the relief of Patricia A. McNamara.

H.R. 5399. A bill to amend the United States Commission on Civil Rights Act of 1963 to provide an authorization of appropriations.

By Mr. BIDEN, from the Committee on the Judiciary, with an amendment in the nature of a substitute:

S. 1002. A bill to impose a criminal penalty for flight to avoid payment of arrearages in child support.

### EXECUTIVE REPORTS OF COMMITTEES

The following executive reports of committees were submitted:

By Mr. BIDEN, from the Committee on the Judiciary:

Dennis G. Jacobs, of New York, to be U.S. circuit judge for the Second Circuit;

Anita A. Brody, of Pennsylvania, to be U.S. district judge for the Eastern District of Pennsylvania;

C. Leroy Hansen, of New Mexico, to be U.S. district judge for the District of New Mexico;

Nathaniel M. Gorton, of Massachusetts, to be U.S. district judge for the District of Massachusetts; and

John Phil Gilbert, of Illinois, to be U.S. district judge for the Southern District of Illinois.

### INTRODUCTION OF BILLS AND JOINT RESOLUTIONS

The following bills and joint resolutions were introduced, read the first and second time by unanimous consent, and referred as indicated:

By Mr. DECONCINI (for himself and Ms. MIKULSKI):

S. 3239. A bill to prevent and deter auto theft; to the Committee on the Judiciary.

By Mr. BINGAMAN:

S. 3240. A bill relating to critical technologies in the United States, and for other purposes; to the Committee on Commerce, Science, and Transportation.

By Mr. HOLLINGS (for himself, Mr. THURMOND, Mr. BRADLEY, Mr. DODD, Mr. KOHL, Mr. LIEBERMAN, Mr. SEYMOUR, Mr. HATCH, Mr. KENNEDY, Mr. INOUE, Mr. JOHNSTON, Mr. SANFORD, Mr. WOFFORD, Mr. MITCHELL, Mr. SHELLEY, and Mr. LAUTENBERG):

S. 3241. A bill to award a congressional gold medal to John Birks "Dixie" Gillespie; to the Committee on Banking, Housing, and Urban Affairs.

By Mr. GARN:

S. 3242. A bill to relieve the regulatory burden on depository institutions and credit unions that are doing business or that seek to do business in an emergency or major disaster area and for other purposes; to the

Committee on Banking, Housing, and Urban Affairs.

By Mr. ROCKEFELLER (for himself, Mr. BOND, Mr. DODD, Mr. DECONCINI, Mr. AKAKA, Mr. SPECTER, Mr. KENNEDY, and Mr. PELL):

S. 3243. A bill to grant employees family and temporary medical leave, to treat the costs of the Head Start program and other programs for children as emergency funding requirements, to provide aid to parents in providing the best possible learning environment for children, to promote investments in child welfare and family preservation, to reduce violence and improve the safety of children and their families, and for other purposes; to the Committee on Finance.

By Mr. SANFORD:

S. 3244. A bill to clarify the law enforcement authority of law enforcement officers of the United States Fish and Wildlife Service, and for other purposes; to the Committee on Environment and Public Works.

By Mr. KOHL:

S. 3245. A bill to amend the Harmonized Tariff Schedule of the United States to correct the rate of duty on certain agglomerated cork products; to the Committee on Finance.

By Mr. SEYMOUR:

S. 3246. A bill to amend titles II and XVI of the Social Security Act to strengthen the criteria for the selection of representative payees and the procedures for monitoring the performance of representative payees; to the Committee on Finance.

By Mr. SEYMOUR:

S. 3247. A bill to amend the Internal Revenue Code of 1986 to provide tax incentives for the establishment of tax enterprise zones, and for other purposes; to the Committee on Finance.

By Mr. CHAFEE (for Mr. GORE (for himself, Mr. CHAFEE, Mr. SEYMOUR, Mr. PELL, Mr. JEFFORDS, Mr. PACKWOOD, Mr. KASTEN, Mr. HATFIELD, Mrs. KASSERBAUM, Mr. SANFORD, Mr. KERRY, Mr. METZENBAUM, Mr. ADAMS, Mr. GLENN, Mr. DODD, Mr. CONRAD, Mr. BRADLEY, Ms. MIKULSKI, Mr. WOFFORD, Mr. LEVIN, Mr. CRANSTON, Mr. LEAHY, Mr. NUNN, Mr. MOYNIHAN, Mr. LIEBERMAN, Mr. SARBANES, Mr. SIMON, Mr. SASSER, Mr. RIEGLE, Mr. INOUE, Mr. KENNEDY, Mr. AKAKA, Mr. BUMPERS, Mr. BURNS, Mr. COCHRAN, Mr. COHEN, Mr. CRAIG, Mr. DURENBERGER, and Mr. GRASSLEY)):

S.J. Res. 338. A joint resolution designating the week beginning October 24, 1992 as "World Population Awareness Week"; to the Committee on the Judiciary.

### SUBMISSION OF CONCURRENT AND SENATE RESOLUTIONS

The following concurrent resolutions and Senate resolutions were read, and referred (or acted upon), as indicated:

By Mr. FORD (for Mr. MITCHELL (for himself and Mr. DOLE)):

S. Res. 342. Resolution to authorize representation of a Member of the Senate in the case of *Flowers v. Danforth, et al.*; considered and agreed to.

S. Res. 343. Resolution to direct the Senate Legal Counsel to appear as amicus curiae in the name of the Senate in United States ex rel. Jason Madden, et al. v. General Dynamics Corporation and United States ex rel. Kevin G. Kelly v. The Boeing Company; considered and agreed to.

### STATEMENTS ON INTRODUCED BILLS AND JOINT RESOLUTIONS

By Mr. DECONCINI:

S. 3239. A bill to prevent and deter auto theft; to the Committee on the Judiciary.

#### FEDERAL PENALTIES FOR ROBBERIES OF MOTOR VEHICLES

Mr. DECONCINI. Mr. President, I rise today to introduce a bill addressing a horrible crime that is becoming a monumental concern in many of our major cities. I am referring to the crime popularly known as carjacking. Almost daily around the country, there are now terrifying incidents of car theft where a car is stolen while the driver is behind the wheel.

The seriousness of this form of robbery goes far beyond the fact that a valuable piece of property is taken. The horror of the situation is that the incident is almost six times more likely to result in a murder than other forms of robbery. In addition, it can happen almost anywhere, whether it be in a parking lot or at a stop sign, in the city, or in the suburbs. And unlike other forms of robbery, there is no easy precaution or prudent steps that a driver can take to avoid it.

Before this heinous crime becomes even more widespread, we need to take steps and employ any law enforcement personnel at our disposal to halt its occurrence and penalize those who attempt it.

The bill I introduce today would amend chapter 103 of title 18 of the United States Code to include the crime of carjacking as a new Federal offense. The bill also stipulates maximum sentences for convicted carjackers, whether they are armed or unarmed. I commend and thank Congressman SCHUMER of New York for introducing certain provisions of this bill in his comprehensive proposal the Anti-Car Theft Act of 1992.

But in the interest of providing some immediate assistance to State and local law enforcement, the bill I propose today would allow us to devote Federal law enforcement, specifically the FBI, to combat this crime with the advanced methods at their disposal. This bill also differs from recent proposals in that the crime does not need to involve a firearm and the criminal does not have to be successful in order to be prosecuted.

For example, as evident by the tragic events which occurred recently in Maryland, carjackers need not be armed or even possess a weapon in order to kill and maim—a seatbelt suffices. In that incident, Pamela Basu en route to her daughter's day care center was battered to death when dragged by her seatbelt for over 2 miles from the moving car. Her 2-year-old daughter, still strapped in the back seat, was then tossed out of the window.

Mr. President, we need to extend our efforts to help State and local law enforcement and put an end to these atrocities.

I ask unanimous consent that this legislation be printed in the RECORD.

There being no objection, the bill was ordered to be printed in the RECORD, as follows:

S. 3239

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,*

**SEC. 101. FEDERAL PENALTIES FOR ARMED ROBBERIES OF MOTOR VEHICLES.**

(a) IN GENERAL.—Chapter 103 of title 18, United States Code, is amended by adding at the end the following new section:

**“§2119. Motor vehicles**

“(a) TAKING BY FORCE OR VIOLENCE.—A person who, by force or violence against the person or property of another person, takes or attempts to take a motor vehicle that has been transported, shipped, or received in interstate or foreign commerce from a person or in the presence of another person, shall be fined under this title, imprisoned not more than 15 years, or both.

(b) ASSAULT OR PUTTING LIFE IN JEOPARDY.—A person who, in committing or attempting to commit an offense under subsection (a), assaults another person or puts in jeopardy the life of another person by the use of a dangerous weapon or device, shall be fined under this title, imprisoned not more than 20 years, or both.”

(c) TECHNICAL AMENDMENT.—The chapter analysis for chapter 103 of title 18, United States Code, is amended by adding at the end the following new item.

**“2119. Motor vehicles.”**

**(b) AUTHORIZATION OF APPROPRIATIONS.—**

(1) IN GENERAL.—There are authorized to be appropriated such sums as are necessary to pay the expenses of the Federal Bureau of Investigation in the detection, investigation, and prosecution of persons who violate section 2119 of title 18, United States Code, as added by subsection (a).

(2) COOPERATIVE ACTIVITIES.—Ten percent of the amounts appropriated under paragraph (1) may be made available to make payments or advances for expenses arising out of contractual or reimbursable agreements with State and local law enforcement agencies engaged in cooperative activities in the enforcement of section 2119 of title 18, United States Code, as added by subsection (a).

• Ms. MIKULSKI. Mr. President, I rise today to try and slow down the horrifying increase in carjackings in this country.

I would like to voice my support as an original cosponsor of the bill introduced by the Senator from Arizona. The crime this bill addresses is far more repugnant and far more lethal than simple car theft.

Last week the quiet community of Savage, MD, witnessed a crime so horrible that the mind can barely comprehend it. There is nowhere in the emotional makeup or the mental makeup of any normal person that you can find to put the story of this crime. There is simply no room for it in human experience.

I am referring to the deliberate murder of Dr. Pamela Basu who was dragged to her death when two men stole her car and kidnaped her baby daughter. They killed her for a car.

I wish that we could say that what happened to Dr. Basu was a rare occurrence—some sort of freak per-

petrated by psychopaths. But that is not true.

Baltimore County reports 29 incidents of armed car thefts in 1991. Prince Georges County tallies 47 for 1992, and Baltimore City 50 this year. In New York figures show that there were more than 2,000 armed attacks in 1991.

In the period of 1 week in September of this year a man had his car stolen from him by an armed thief on Route 50. Two young men assaulted a woman and took her car in Washington, DC, and a Columbia man had his jeep taken by armed attackers in the parking lot of a movie theater. Enough is enough.

It is time to make carjackers pay a price. This bill does that.

It will make carjacking a new Federal offense—carrying a possible prison sentence of up to 20 years for armed carjacking and 15 years for nonarmed carjacking. In addition, there is an authorization in this bill for the Federal Bureau of Investigation to investigate and prosecute these crimes.

Mr. President, I know that we cannot stop wanton violence. And there is no way to redress the horror that has stalked Dr. Basu and her family. There is no way to compensate the hundreds of carjacking victims in this country.

But we must start now to meet the problem. It is not enough to tell people to keep their doors locked and their windows up. Our goal must be to keep people from becoming prisoners in their own cars.

To keep that mother from being afraid to drive her children to soccer practice. To keep dads from being afraid to stop at a stop sign or to run out after dark to get milk for the next morning. And I hope that we will be able to help lighten some of the anxiety of parents who know that their teenage and college age children are on the roads alone in their cars. What an awful situation that we have to live with this kind of dread.

Let's move now to slow down the spread of carjacking. Let's give those who would do it a reason to think twice.

By Mr. BINGAMAN:

S. 3240. A bill relating to critical technologies in the United States, and for other purposes; to the Committee on Commerce, Science, and Transportation.

**INDUSTRY PROGRAMS FOR CRITICAL TECHNOLOGIES ACT**

• Mr. BINGAMAN. Mr. President, today I am introducing the Industry Programs for Critical Technologies Act of 1992 to improve Government decision making with respect to critical technologies and advance the state of those technologies.

It is widely recognized that certain technologies are vital to broad economic and industrial competitiveness. Such technologies have widespread beneficial effects on a number of economic sectors and enable those sectors to significantly improve productivity,

output, quality, and cost competitiveness. Other critical technologies revolutionize goods or services.

However, our economy has not nurtured those technologies or provided an environment in which creation, development, and commercialization of those technologies were encouraged. This country's strength has been in the discovery and origination of important new technologies. But all too often the commercialization and production of these technologies has been undertaken overseas rather than here at home. The list of such technologies and products is familiar: Television, VCR's, liquid crystal displays, et cetera. The latest occurrence of United States-originated, foreign-applied technology is the magneto-hydrodynamic propulsion system which powers the new Japanese vessel Yamato.

This bill is another discrete element among numerous Government programs which together will provide an environment which encourages not only invention and discovery in the United States, but commercialization and production here as well.

**INDUSTRY PROGRAMS FOR CRITICAL TECHNOLOGIES ACT OF 1992**

This bill has two main purposes: First, it would increase the flow of information and policy advice regarding critical technologies from industry to the Government and second, it would enable industry to leverage their own resources to undertake programs to rapidly advance critical technologies. Critical technologies would be those identified by the National Critical Technologies Panel in its biennial report.

Qualified organizations, primarily industry associations and professional societies, would be permitted to sign 5-year agreements with the Commerce Department for joint funding of a variety of approved programs in support of critical technologies and the two broad goals stated above. The Government's share of funding would be a maximum of 50 percent for the first year and declining to 10 percent in the fifth and final year of the agreement's term.

Examples of approved programs include: Monitoring, investigating, and analyzing foreign scientific and technical developments regarding a critical technology; monitoring of foreign market opportunities; producing a strategic plan for the development of a critical technology; development of programs to disseminate information and policy advice to the Government on a critical technology; development of education and training programs for members of the organization to speed assimilation of critical technology developments in the United States; and aiding the establishment of critical technology partnerships between organizations and agencies of the Government.

This bill does not impose a Government solution to the problems and obstacles facing development of critical technologies in the United States. In-